

Rating	<b>Perspective</b> What do you think are the privileges and limitations of this rating?	<b>Usefulness</b> Is this rating necessary? (Yes/No) Why or why not?	<b>Issues</b> State any issues that you have experienced with the rating.
<b>Airframe Class 3:</b> All-metal Construction Small Aircraft	<p>Privilege: May perform maintenance and alteration of all-metal construction of small airframes 12,500 Lbs or less, MTOW.</p> <p>Approve for return to service any article for which it is rated after it has been maintained or altered.</p> <p>Perform 100-hour, annual or progressive inspections, and return the aircraft to service.</p> <p>Maintain or alter any article for which it is rated at a place other than the repair station in accordance with FAR 145.51 (d), (1) (2) (3).</p>	Same comment as for Class 1 above.	Same basic comments as for Class 1.
<b>Airframe Class 4:</b> All-metal Construction	<p>Privilege: May perform maintenance and alteration of All-metal construction of large airframes over 12,500 Lbs, MTOW.</p> <p>Approve for return to service any article for which it is rated after it has been maintained or altered.</p> <p>Perform 100-hour, annual or progressive inspections, and return the aircraft to service.</p> <p>Maintain or alter any article for which it is rated at a place other than the repair station in accordance with FAR 145.51 (d), (1) (2) (3).</p>	Same comment as for Class 1 above.	<p>Same basic comments as for Class 1.</p> <p>In addition, an Airframe rating includes maintenance and alteration of airframes as described above for Class 1, yet in accordance with current regulatory interpretation a repair station must hold an additional rating, i.e., Accessory to perform that same work on accessories/landing gear etc., if the work comes into the repair station independent of the aircraft.</p> <p>Furthermore, for like work, i.e., battery maintenance, that would fall under a class 4 airframe rating, if the work were to be performed on a part (battery) from an aircraft rated as class 3, again an additional rating would be required.</p>
<b>Limited Airframe</b>	<p>Privilege: May maintain or alter particular makes and models of airframe.</p> <p>Limitation: Airframes by make and model</p>	Yes, allows a repair station to be rated even for a single airplane/airframe rather than the "class" of airplanes.	

Attachment 6

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Powerplant Class 1: Reciprocating engines of 400 HP or less	Privilege: May perform Maintenance and Alteration of Reciprocating engines of 400 HP or less.	No, the horsepower rating is a moot point. Piston Engine Overhaul is Piston Engine Overhaul. There should be a Turbine Engine and a Piston Engine Rating.	
Powerplant Class 2: Reciprocating engines of more than 400 HP	Privilege: Same as Class 1 except for Reciprocating engines over 400 HP	See above comment.	
Powerplant Class 3: Turbine Engines	Privilege: Maintenance and Alteration of Turbojet, Turboprop, or Turbofan Engines	Yes, Turbine Engines are entirely different with much different requirements than Piston Engines.	
Limited Powerplant	Privilege: May perform Maintenance and Alteration of engines of a particular make and model.	Yes, allows a repair station to be rated for a prescribed amount of work rather than the "class" of Powerplant work.	
Propeller Class 1: All fixed pitch & ground adjustable propellers of wood, metal, or composite construction	Privilege: May perform Maintenance and Alteration Fixed Pitch or Ground Adjustable Propellers (Used primarily on smaller aircraft)	Yes. The difference between a Macauley fixed pitch and a Ham Standard Full Feathering Prop is large. The requirements for the more complex propellers are much more and a separate rating is advisable.	
Propeller Class 2: All other propellers, by make	Privilege: May perform Maintenance and Alteration of all other Propellers not addressed by Propeller Class 1	See above comment.	
Limited Propeller	Privilege: May perform Maintenance and Alteration of a specific make and model of Propellers	Yes, useful for Specialized Shops.	
Radio Class 1: Communication Equipment	Privilege: May perform Maintenance and Alteration of Communication Equipment: any radio transmitting or receiving equipment used to send or receive communications in flight including auxiliary and related aircraft interphone systems, amplifier systems, electrical or electronic inter-crew signaling devices, and similar equipment.	No. The type of facility, training and equipment required to perform maintenance of this type of equipment is very similar. Therefore what reason is there to have the different ratings? If a station wants to just maintain Radar Equipment, for example, let them use the limited class.	
Radio Class 2: Navigational equipment	Privilege: May perform maintenance and alteration of Navigational Equipment: Any radio system used in aircraft for en route or approach navigation, except equipment operated on radar or pulsed radio frequency principles, but not including equipment for measuring altitude or terrain clearance or other distance equipment operated on radar or pulsed radio frequency principles	See above	

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Radio Class 3: Radar equipment	Privilege: May perform maintenance, preventive maintenance and alteration Radar equipment: Any aircraft electronic system operated on radar or pulsed radio frequency principles (Applicable equipment defined in FAR 145.31.)	See above	
Limited Radio	Privilege: May perform maintenance and alterations of Radio Equipment of a particular make and model.	Yes, see above useful for Specialized Shops	
Instrument Class 1: Mechanical	Privilege: May perform maintenance and alteration of Mechanical Instruments: Any diaphragm, bourdon tube, aneroid, optical, or mechanically driven centrifugal instrument that is used on aircraft or to operate aircraft, including tachometers, airspeed indicators, pressure gauges drift sights, magnetic compasses, altimeters, or similar mechanical instruments.	No. The type of facility, training and equipment required to perform maintenance of this type of equipment is very similar. Therefore what reason is there to have the different ratings? If a station wants to just maintain Gyro's for example, let them use the limited class.	
Instrument Class 2: Electrical	Privilege: May perform maintenance and alteration of Electrical instruments: Any self-synchronous and electrical indicating instruments and systems, including remote indicating instruments, cylinder head temperature gauges, or similar electrical instruments.	See above	
Instrument Class 3: Gyroscopic	Privilege: May perform maintenance and alteration of Gyroscopic Instruments: Any instrument or system using gyroscopic principles and motivated by air pressure or electrical energy, including automatic pilot control units, turn and bank indicators, directional gyros, and their parts, and flux gate and gyrosyn compasses.	See above	
Instrument Class 4: Electronic	Privilege: May perform maintenance and alteration of Electronic Instruments: Any instruments whose operation depends on electron tubes, transistors, or similar devices including capacitance type quantity gauges, system amplifiers, and engine analyzers.	See above	
Limited Instrument	Privilege: May perform maintenance, preventive maintenance, and alteration of a particular make and model Instrument.	Yes, useful for Specialized Shops	
Accessory Class 1: Mechanical	Privilege: May perform maintenance and alteration of Mechanical accessories: Mechanical accessories that depend on friction, hydraulics, mechanical linkage, or pneumatic pressure for operation, including aircraft wheel brakes, mechanically driven pumps, carburetors, aircraft wheel assemblies, shock absorber struts and hydraulic servo units.		

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Accessory Class 2: Electrical	Privilege: May perform maintenance and alterations of Electrical Accessories that depend on electrical energy for their operation, and generators, including starters, voltage regulators, electric motors, electrically driven fuel pumps magnetos, or similar electrical accessories.		Class 2 and 3 Accessory ratings cover similar types of equipment, could be combined into One Class.  Example: We test/repair a lot of wiring panels made up of lamps and wiring which are rated as Class 2 Accessories. We also have several wiring panels that have components installed such as resistors, diodes, transistors, etc. these could these fall under Class 2 or Class 3.
Accessory Class 3: Electronic	Privilege: May perform maintenance and alterations of Electronic Accessories: Accessories that depend on the use of an electron tube transistor, or similar device, including supercharger, temperature, air conditioning controls, or similar electronic controls.		
Limited Accessory	Privilege: May perform maintenance and alterations of particular makes and models of Accessories.	Yes, useful for Specialized Shops.	
Limited Landing Gear			
Limited Floats, by make			
Limited Nondestructive inspection, testing and processing	Privilege: May perform Nondestructive inspection, testing and processing as defined on Air Agency Operations Specifications.	Yes, allows us to maintain separate rated personnel for specialized inspections.	NDI can be performed under an Airframe rating, interpretation varies as to if a repair station must also have limited rating to perform this.
Limited Emergency Equipment	Privilege: May only perform maintenance, preventive maintenance, and alterations of particular makes and models Emergency Equipment.	Disagree, if you have the Personnel, Facilities, equipment and documentation to maintain one type of Escape Slide, Life Raft or Life Vest. You will have the <u>system</u> in place to maintain them all! The Repair Stations should not be levied to a particular make or model. But a general class rating like exists today.	
Limited Rotor blades, by make and model			
Limited Aircraft fabric work			
Limited: Any other purpose			

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Limited specialized service	<p>Privilege: May perform a special maintenance requiring equipment and/or skills not ordinarily found in a regular repair station</p> <p>Limitation: The repair station's operations specifications must contain the specification, either civil or military used by industry and approved by the Administrator or one developed by the repair station and approved by the Administrator, used in performing the specialized service.</p>	Yes, useful for Specialized Shops.	

General comment: I'm sure that there are many pieces of hardware that could fall into any one of these ratings. I think you have to keep it general. There are many units that function in several systems. To try and isolate it down to a specific system would be very difficult and be open for interpretation.